New York John F. Kennedy International Airport
Plans to Improve Operational Efficiency

Current Situation:

- JFK was the 7th most delayed airport in the U.S. in 2000 (based on FAA OPSNET reported delays).
- Kennedy's current scheduled traffic peaks can be handled efficiently during good-weather conditions, but scheduled traffic exceeds adverse-weather capacity for more than 5 hours of the day.
- On adverse weather days, about 9 percent of the flights are delayed significantly (more than 15 minutes).

  NOTE: Delays of 15 minutes or more as reported in FAA OPSNET System.

Future Demand:

- Demand is forecast to grow by 18 percent over the next 10 years.

  (Source: The FAA 2000 Terminal Area Forecast. Demand is defined as total number of operations).

Planned Improvements:

- In the near term, there is no planned airport construction that would reduce delays on the airport surface or that would materially add to airside capacity
- Procedure, airspace, and technology improvements are expected to improve good-weather capacity by 2 percent and adverse-weather capacity by 3 percent over the next 10 years.
  - Improved arrival and departure procedures are expected to improve efficiency (FMS/RNAV routes, improved STARs and DPs, and PRM/SOIA).

    NOTE: The agency recognizes that the full capacity benefits of PRM will be realized only after a commitment by the domestic and foreign users to train and execute these approaches.

  Use of LAHSO will increase capacity under some runway configurations.
  - Airspace redesign will restructure the airspace and routes into and out of the New York/New Jersey/Philadelphia area to increase terminal airspace capacity and to provide more efficient routes (e.g., new sector Geauga High in ZOB and new oceanic sector in New York Center).
  - Choke Point action items are expected to provide more efficient flows, greater access to overhead streams, and additional terminal airspace capacity.
  - FFP1 and FFP2 capabilities will increase terminal airspace capacity and efficiency (SMA).

– Avionics improvements and the associated procedures are expected to improve situational awareness thus enhancing safety and improving terminal airspace capacity (ADS-B/CDTI with LAAS).

Other Potential Considerations:

- As reference in the comments received from the Port Authority of New York and New Jersey, the Port Authority will shortly begin delay reduction studies for both LaGuardia and John F. Kennedy Airports. These studies will be conducted in cooperation with the Capacity Enhancement Task Forces (CETFs) established for these two airports. The CETFs are made up of representatives of the FAA, airlines, other users, and the Port Authority. As part of these studies, capacity analyses will be conducted for both airports.

- Eastern Region Air Traffic Capacity Enhancement Task Forces/Users Meeting facilitates and coordinates the short-term "planned" air traffic improvements. Consideration should be given to expand this to longer term and airfield and procedural options.

- All airlines should examine their individual scheduling practices.